(b) if so, the details thereof; and

(c) what impact it would have on tourism in India in the coming years?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) to (c) For the past few years, Government declared a limited open sky policy for the peak season, which enabled the foreign airlines to mount additional capacity to take care of seasonal rush. The decision in this regard for the coming years will be taken after considering new flights deployed by the national and foreign carriers during winter schedule on different routes and expected demand during winter tourist season on these routes.

Impact of fare review on AI'S revenue

162. SHRI B.J. PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that AI has announced special domestic sector fare;

(b) if so, the details thereof;

(c) how far it has helped to net additional revenue since its implementation and whether any other Airline has also made similar concession; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) Yes, Sir. The new special fare for Air India flights departing between 8.00 A.M. and 8.00 P.M. are now 5% lower than the APEX fares being offered by the demestic carriers. The special night fare for flights departing between 8.00 P.M. and 8.00 A.M. will be further lower by 10% when compared to the special day fare offered by Air India and 15% lower in relation to the APEX fare offered by the domestic carriers.

The new special fares introduced will also not have any advance purchase conditions. The cancellation charges have been kept for special

night fares at Rs. 100.00 only. The number of seats allocated for these fares is nearly 80% of the capacity.

(c) and (d) It is not possible to quantify the additional revenue generated at this point as the scheme has been in operation for approx. 45 days, however, The passenger numbers carried on the domestic sector for the above period has shown an increase of approx. 15%. The domestic carriers come out with special concessional fares from time to time in accordance with their commercial judgement and market forces.

Losses suffered by Tirupati and Vishakhapatnam Airports

163. DR. DASARI NARAYANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Tirupati and Vishakhapatnam airports in Andhra Pradesh are consistently incurring losses;

(b) if so, the details thereof for the last three years and the reasons therefor;

(c) whether Government propose to increase scheduled operations of Indian Airlines to these airports to increase traffic so that these airports are revived; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) Yes, Sir.

(b) During the last 3 years *i.e.* 2000-01, 2001-02 and 2002-03, losses suffered at Tirupati airport are Rs. 1.84 crore, Rs. 2.31 crore and Rs. 2.56 crore respectively. Losses suffered at Vishakhapatnam airport during the period are Rs. 1.78 crore, Rs. 2.84 crore and Rs. 2.28 crore respectively. Very low traffic is the major reason for incurring consistent losses at the two airports.

(c) No, Sir.

(d) The aircraft in the fleet of Indian Airlines/Alliance Air are fully committed in the operation of services in India including Tirupati and